In an article advocating technical education, The Chicago Evening Journal speaks wisely and well of the true scope of education. "Thus far," it says, our educational system has spent all its energies upon the education of the head, and has almost entirely neglected the education of the heart and the hand. We are now beginning to discover that the moral nature of the pupil is in need of cultivation quite as much as the intellectual part of him, and that society has a greater stake in good citizenship and correct moral deportment than it has in a man's superior mental abilities and fine scho-lastic attainments. In other words it is better for the community to have a good man in it than a the community to have a good man in it than a smart one; and so we have awakened at last to the necessity of expanding our educational forces so that they shall embrace the practice of morality as well as a knowledge of grammar and arithmetic. We have also learned that a more practical course of training is needed for our boys and girls, in order to fit them for the active duties of life, and thus thought has inspired these generous citizens of Chicago to step forward and aid in supplying a public need, and providing for an obvious defect in the present common-school system of the country."

It has been found that many of the pupils of the public achools in Philadelphia are non-residents.

Although this is technically a violation of a law which provides that all pupils shall be actual idents of the city, it is generally overlooked. member of the city, it is generally overlooked. A member of the Beard of Education says that the sympathies of teachers with children who are struggling for an education often prevent them from informing on a child or making any inquiry to ascertain if the rule is being violated. Teachers are not bound to investigate the residence of a child, and in this way many cases slip through.

The rapid increase in the attendance at the public schools of Chicago has made necessary the creation of a new office, to be known as the second ssistant superintendency of schools. Dr. J. C. Burroughs has just been elected to this office.

It is always interesting though not always easy to get at the thought processes of children. Following in the wake of Dr. G. Stanley Hall, of Boston, a re porter in Omaha, Neb., visited the public schools in that city a few days ago, and asked a number of ample questions. The answers which he gives are interesting. Three pupils were found who thought that the moon is made of green cheese; a boy said it was a man's face, while a dreamy little girl thought it was God's face. The definitions of the use of a holiday included these: " Because soldiers were killed and we put flags on their graves." "To put flowers on papa's and mamma's graves." "Beause the children were too tired to come to chool." "Because it was hot." "Because the teacher wanted to go somewhere." In the first grade the little boys said it was right to "keep still," "eat breakfast," "dig caves," "help father," while it was wrong to "steal," "run away," and while it was wrong to start mean." The girls thought it nice to "earn money," "work for mamma." "take care of the baby," and naughty to "talk in school." "throw stones," or "make mother nervous by noise." In ond grade the religious idea reemed to come to the front. The boys liked to go to church, t Sunday-school, and "give to the poor;" The girls to "get tickets at Sunday-school," and were evidentry little housekepers for they liked to "brush chairs," "sweep," "go to the store," "keep elean," and play with little brother and sister. The boys thought it bad to "play nockey," "fight," tease paps for candy," and "tell en each other;" the girls to "tell fibs," "run in the street," or "got mad at sisters." In the third grade much the same responses were given. The boys would "rake the yard," "chop wood," and the girls are getting old enough to "make beds," "wash windows," and "milk the cow." One boy said it was "wrong to pull up ma's flowers," and the girls said it was not right to "break dishes," and "break slate pencils." The girls of the fourth grade would "step softly," "close doors without slamming," "be ladylike;" the boys thought it improper to "slap," "be sassay or "pert;" one said it was a rightwat to "lift your hat to a girl when you see her," and another "to pick up things that girls drop." dentiy little housekepers for they liked to " brush

The success of the various manual training of dustrial schools which have been already estab lished, suggests to The Sacramento Record-Union the desirability of some such institution in California. Our industrial necessities," it says, "and the robable manufacturing importance of this State, niggest the idea that the establishment of a school in California comprising the scheme of the kinder garten, the common school and the industrial ool, would be of great advantage to the youth of this State, where the difficulties in the way of obtaining thorough mechanical instruction are almost insurmountable, and the avenues to trades almost insurmountable, and the avenues to trades are few and very narrow. Indeed, no State in the Union is in such need of a mechanical training school as California- it may be said to be a vital necessity to the proper bringing-up of the encoming generation of boys. If we are to have such a school, however, we must rely upon private endowment for its maintenance. There is surplus wealth sufficient to give us a technical school of a high order.

"Our Degraded Schools-Their Sad Condition-Gross Abuses and Incompetent Management—High Time for a Thorough Overhauling." These were the startling headlines of an article that appeared a few days ago in The Rome Sentinel of this State. It mentions the following as an instance of gross carelessness on the part of the teachers: "As is frequently done elsewhere the papils of the schools are given problems in arithmetic to solve at home and bring back written out on paper the next morning. Last winter the pupils frequently complained that the teacher did not do this; but that immediately after their class was dismissed, and be-fore the teacher could have had any time to examine the papers, the papils would find them in the waste basket. This almost as soon as the back of the class was turned. The practice was noised around the school and another arithmetic feacher was credited with the remark that when she asked for the example papers she looked them over instead of throwing them into the waste basket, indicating that it was understood that such practice was carried on. It was common talk among the pupils of the school. Parents who heard of the proceedings set to work to test the extent to which the practice set to work to test the extent to which the practice was carried on. They provided pupils with blank paper folded up to hand in to the teacher as arithmetic examples. This was passed through the mill repeatedly, found in the waste basket immediately after the class, and brought home. Each paper was easily identified in the waste basket where it had been inrown anopened, because the pupil's name was written on it. To test the extent to which the teacher was carrying this practice, blank or bogus papers of some kind were passed in by different pupils for twe weeks in succession and regularly found in the waste basket. Among the different winds of papers thus passed in for arithmetic examples were grammer diagramming, Latin lesson papers, Greek papers, algebra examples, and last, but not least, theatre bills! The demoralizing effect of such practices upon children, and their disgust with such teaching, can readily be conceived." If these charges shall prove to be wellfounded, the public schools of Rome need a radical reformation.

## New Dublications.

\*\* THE MAGAZINE OF AMERICAN HISTORY is ably edited, is always interesting, furnishing information which even the most learned may accept with gratitude, and is printed with such care and taste as to be a pleasure to handle and leok at."—[Montreal Gazette.] "It is a mine of mental wealth and culture."-[Washingt

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## THE MONEY MARKET.

WEDNESDAY-July 4-P. M. Because of "Independence Day," the Stock Ex-change stands adjourned from 3 o'clock Tuesday to 11 a. m. Thursday. Such quotations from the foreign markets as are received will be found below under their proper headings.

The United States Treasurer's monthly statement of liabilities and assets of July 2 makes a better showing than have several preceeding statements. The total reserve, including silver and nickels, over and above the demand liabilities of the Treasury is \$12,853,174 greater than it was June 1. The principal changes during the last month were as follows: Gold on hand increased \$4,768,524; gold certificates increased \$216,030, leaving the net increase in ownership of gold \$4. 552,494. The legal-tenders and national bank notes on hand increased \$2,872,505. The Clearing House certificates increased \$1,270,000, leaving the net increase in ownership of currency \$1,602,505. The demand liabilities decreased \$1,803,013. Yet, after these changes, the gold and currency reserve against the outstanding legal-tender circulation amounts only to 19.99 per cent. There was an increase in all kinds of silver, as follows: Dollar coins (41212 grains), \$3,-015,042, less an increase of \$893,295 in certificates, leaving net gain \$2,121,747; silver bullion \$324,998, and fractional silver coins \$182,815. Exclusive of the \$28,000,000 fractional silver coins, the total reserve now is \$113,099,514, or only 32 6-10 per cent of the legal-tender note circulation. The Treasury now holds gold coin and bullion, in excess of certificates, \$138,271,197. against \$143,477,370 on July 1, 1882—a decrease of \$5.206,173; it now holds silver coin and bullion, in excess of certificates, \$72,261,550, against \$63,927,264 on July 1, 1882-an increase of \$8,534,286. The amount of currency now held in ps,034,286. The amount of currency now held in the vanits of the Treasury (\$44,715,901) is \$18,-436,346 less than the amount deposited for Clearing House certificates and for the bank note redemption fund, against a deficiency of \$10,491,-203 July 1, 1882. In our usual form we present an analysis of the Treasurer's statement of July 2, 1883, as fol-lows:

LIABILITIES. Trust Funds.

Deposits for redemption of notes of National banks failed, in liquidation and reducing cir-\$36,071,329 Culation
Deposits for the 5 per cent redemption fund of National bank notes.
Deposits for Clearing House certificates \$13,375,000 Less amount redeemed. \$15,000 14,021,018 District of Columbia deposits for payment of in-200,717 \$63,356,06 General Liabilities \$11,145,623 Called bonds and interest and old debts, less amount paid.

Matured bonds and interest.

Post Office Department's accounts.

Disbursing officer's balances.

Treasury transfer checks and drafts ontatanding.

481,307 Total general liabilities ......

Grand total of liabilities..... ASSETS. Gold and Currency. Gold coin ...... \$198,078,567 59,807,370 Total gold ..... 
 Net gold coin and builton
 \$36,498.8

 United States notes
 \$217.0

 beposite in National banks
 14,586.5
 \$138,271,197

Balance applicable as a reserve on \$346,741,056 of outstanding legal-tender notes, 19.99 per Silver. Less certificates of deposit.

Deduct amount redeemed.

4,482,216 Fractional silver coin..... \$72,261,550

EUROPEAN FINANCIAL MARKETS,

LONDON. July 4—6:00 p. m.—Atlantic and Great Western

Orst morteners trustees certificates. 47% do. second mortgage, 12; Erie, 38; New-York Central, 122 b; Hilhols Central, 1394; Pennsylvania Central, 60%; Reading, 20%; Mexloan Ordinary, 116%; New-York, Ontario and Western, 27;

Har sirver is quoted at 30% new ounce.

The amount of bullion gode into the Bank of England on

bullness colday is £10.00%; m.—Paris advices guots three
per cent rentes at 75 francs 40 centimes for the account,
and exchange on London at 25 francs 27% centimes for
checks.

haverpool. July 4.—Bason. Cumbertand Cut. 4600. Short Rib 4760. Pork. Frime Mess. 21030 do Wastern. 7900. Latt., Prime Western. 5000. Cheese. American Conco. 5466. Purpentine Spirits. 2800. Provinces—Latt. 5006. ber own for American Breadstuds—Corn. 411 ed for New Mixed Western. Wheat. Mod. 633. por 5334. for Cadfornia No. 1. 8100 Bod for Cadfornia No. 2. 9004.0824 for 1844 Whiter. Peas. 700 per cental for Canadian. Butter, 65004. for Good United States, and 20000. for finest do. Beef, 9500 for Extra India Mess. July 4.-Spirits Turbeatine, 2894. Calcutta 4083 per quarter. Linaced Oil, 220 05/8220 10 Pation 47/6 per cent Reduced Potrois-Au, 3d. per tan. Pattor 47/6 per cw. Assumed to the per cw. Assumer. July 4.—Petroleum, 18 france 00 continues and and sellers. Wilcox's Lard closed at 121 marks 00 continues and and sellers. ANYWEST, 1919 4.—Petrotenia, 11400 of a 121 marks 00 con-times our 100 kilos.

RAYER, July 4.—Wilcox's Lard closed at 63 france 00 contimes oer 50 kilos.

BREMES July 4.—Wilcox's fard closed at 49 marks 50 prennings per 110 tos. Petroteum, 7 marks 40 ptennings.

City Real Estate for Sale.

BUSINESS PROPERTIES down-town for HOMES OF MODERATE COST.—Parties OMES OF MODERATE COS1.—Farties
looking for low-priced homes are invited to call and examine the plans of 80 to 160 houses about to be built by the
subscribers in the best locations, near Central Park; they are
to be substantially built with handsome exteriors, interiors
papered and painted, and are to be sold with lot complete from
\$8,000 to \$20,000.

Architects, 486 Broadway, New-York City.

OT IN WORTH-ST., near West Broadway, for sale, RULAND & WHITING, 5 Beekman st. NO. 60 WEST 45TH-ST.—For sale or to let, prown stone house in perfect order. Open for examina-E. H. LUDLOW & CO., No. 3 Pine-at., and 1,130 Broadway.

Auction Sales ot Real Estate.

A. J. BLEECKER, Auctioneer.

A. J. BLEECKER, Auctioneer.

Bandsome Country Seat at Bronvelle, Weatchester Co., N.Y.

A. J. BLEECKER & SON will sel at auction on TUESDAY, July 10, at 12 m., at the Exchange Salescoom, at No.
111 Broadway, N. V.;

The desirable 3-story stone house and 85 acres at BRONXVILLE, Westchester County, N. Y., Harsen Haliroad; 1
minute from station; 10 minutes from Mount Vernon Station
on New-Haven Railroad; same line from Vonkers Station of
New-York City and Northern haliroad; 20 minutes from
physical states of the states of the

Country Property for Sale and Co Let. A SBURY PARK.—For sale or to let—Fully and well furnished cottage. Il rooms, third block from beach; fifth from railroad station; 6th ave.; terms casy. W. J. COOPER, Asbury Park, or H. H. SLIGHT, W. I. Homes. DON'T WAIT

TILL PRICES ADVANCE AND THE BEST ARE SOLD.
Buy Central Dakota, Minnesota and Iowa Town Lots now,
while they are cheap. Towns growing rapidly. Increase
certain. The speculation of the day. Small capital required.
For information inquire of
CHARLES E. SIMMONS,
Land Commissioner C. & N. W. Ry,
Chicago, Ill.

FOR SALE or TO LET, at a great bargam.

The handsomest house on Jersey City Heights; brown stone front, Philadelphia pressed-brick sides, plate-glass windows, two lots of land, bay windows overiooking lawn, large maple trees, excellent neighborhood, only fifteen minutes from New York side. This place cannot be duplicated at double the price asked. Apply to owner, JOHN M. JONES, 176 Duane-st. N. Y., after 3 o'clook p. m.

FOR RENT.—House with all modern improvements, newly and handsomely furnished; fine lawn, fruit and shade trees; ten minutes from station, Elizabeth, N. J.; rent very reasonable; furnished or unfurnished, Address Ow NER, Box 28, Tribune Uptown Office, 1,238 Broadway.

ORANGE (N. J.) REAL ESTATE SPE-dialty-Residences, sale and rout, furnished and unfur-nished; vicinity all depots. HAMILTON & FULL ER, 2 Pine CEASIDE COTTAGE LOTS AND HOTEL BITES on the finest part of Rockaway Beach; "Oakley Park," which extends from the Bay to the Gosan; elegant avenue just opened through submidid colar grove, close to Rammell's Station; restrictions to secure respectability and comfort. Call in forences or address HITCHLOUK & DENTON. No. 14 Chambers, N. Y. Country Droperty for Sale and Co Cet

TO LET.—In one of the most pleasant locations in Jersey City, part of a three-story and basement brick house; (ewner occupies other part) cool and siry; with river breoze and view of water, within ten montes' walk of Cortlandt and Deabrosaes Street Ferries; all improvements, has been put in order since May 1; horse care pass within tew steps of house. Reference required. Address RELIA, BLE, Jersey City Post Office. SEASIDE VILLA PLOTS at Oakley Park on Rockaway Beach—Cheap for cash. Ampie restric-ions; no saloons; will be sold for cottage purposes only call in forence or or write for map. HITCHCOCK & DEN FON, 14 Chambers et, N. Y.

Steamboats and Railroads.

-HUDSON RIVER BY DAYLIGHT .-Steamers ALBANY and C. VIBBARD daily, except Sundays, leave (Brooklyn by Annex at 8 a.m.) Vestry-st pter at 8-35, and West 22d-st at 0 a.m. for Albany, lending at 8-35, and West 22d-st at 0 a.m. for Albany, lending at 8-36, and beat 22d-st at 2-36, and West 22d-st at 2-36, and 1 Carskill and Hudson. Connecting at Rhinebeck with Ulater and Delaware 8. R., at Carskill with Catskill Mountain R. R., and at Albany with trains for the NORTH and WEST and with SPECIAL SARATOGA EXPERSS.

A LBANY BOATS, PEOPLE'S LINE,
DREW and ST. JOHN leave pler 41. N. R., foot of Canal-st., every WEEK DAY at 6 b. m., connecting at Albany
Sunday morning eco-ple's in with trains north, west and easi FOR BRIDGEPORT and all points on HOUSATONIC and NAUGATUCK RAILROADS—Steamers
leave Catherine-slip at 11 a. m., 3:30 p. m.; 23d-5a., East
River, 3:40 p. m. Fare lower than by any other rollea.

FOR BOSTON. The latest evening train,
with through Pullman sleepers, leaves Grand Central De
pot at 11:34 p. m. week days; Sundays, 10:30 p. m.
Morning train, 10:50, week days, Get tickets via.

NEW-YOPK AND NEW-ENGLAND RAILROAD. CALL RIVER LINE,

FALL RIVER LINE, for

FALL RIVER, BOSTON AND THE EAST.

The most agreeable route to the WHITE MOUNTAINS, MT. DESERT and all principal cities, inland and seashore resorts of New-England and the provinces.

Mammoth new iron ateamer And world-resowned steamer BLISTOL.

Leave New-York on alternate days (Sundays included) at 0:30 p. m. ican Pier 28. North River, foot of Murray-st. Connection by Annex boat from Brooklya at 3 p. m., Jersey City at 4 p. m.

GRAND PROMENADE CONCERTS

every evening by the spiendid bands and orchestras attached to the steamers.

Long wafer route; full night's rest; dive morning trains to Boston; short rall ride (time seventy tre minutes).

NEW PORT LINE

Long water route: full dight's rest; five morning trains to Boston; short rail ride (time seventy-five minutes).

For NEWPORT, R. I., direct, MARTHA'S VINEYARD, NANTUCKET and SEASHORE RESORTS of CAPE COD.

Magnificent steamers

NEWPORT AND OLD COLONY.

Leave New-York on alternate days (Sundays excepted) at 6p. m., from Pier 28, North River. Those steamers make their eastern terminus at Newport.

Tickets and state-rooms for both lines may be secured at all principal hotels, transfer and ticket offices, at the office on Pier 28 and on steamers.

BORDEN & LOVELL,

GEORGE L. CONNOR,

Agonto.

Col. AND. BALLEGAD. LONG ISLAND RAILROAD.

NEW-YORK PASSENGERS—Leave James-sip 35 minutes, 7th-st. 25 minutes, 34th-st., East River, 15 minutes before long Island City time. ANNEX BOAT from Pier 17, 60t of Pine-st., East River, 130, 81:30, 930, 11a m., 2100, 305, 4:05.5:05, 6:05 p. m.

James Sip Ferry and Annex Boats do not run on Sunday.

LEAVE LONG ISLAND CITY FOR BABYLON-8:05, 835, 11:05 a. m., 3:35, 4:35, 5:35, 7:05 p. m. Sunday 8:30, 9:00 a. m., 7:35, 8:00 p. m.

PATCHOGUE-8:35 a. m., 3:35, 4:35, 5:35 p. m. Sundays 8:30, 9:00 a. m., 7:35 p. m.

FAR ROCKAWAY-8:05, 10:05, 11:05 a. m., 2:05, 3:30, 4:36, 5:35, 6:05, 7:05 p. m., 12:15 night, 4:04 mediay and Saturday only. Sundays 8:30, 9:30, 11:a. m., 2:4:30, 6:7:30, 9:00 p. m., 8:35, 8:36 p. m. Sundays 8:30, 9:30, 11:a. m., 2:35, 5:35 p. m. Sundays 8:30, 9:30, 11:a. m., 2:35, 5:35 p. m. Sundays 8:30, 9:30, 11:a. m., 2:35, 5:35 p. m. Sundays 8:30, 9:30, 11:a. m., 2:35, 5:35 p. m. Sundays 8:30, 9:30, 11:a. m., 3:35, 5:35 p. m. Sundays 8:30, 9:30, 11:a. m., 3:35, 5:35 p. m. Sundays 8:30, 9:30, 11:a. m., 3:35, 3 9 a. m. GREENPORT (SHELITER ISLAND)—8:35 a. m., 3:35, 4:35 a. m. Saturdays only 5:35 p. m. Sundays 9 a. m. - ILMITED EXPRESS PARLOR CAR TRAIN. Only Special Limited and Regular Full Rate Tickets good on this train. train.

GARDEN CITY, HEMPSTEAD—8,35, 9:05 a. m., 1:35, 3:35, 4:35, 5:35, 6:35 p. m., 12:15 night, Wednesday and Saturday only. Sundays 9 (9:35 a. m. Garden City only), 1:35, 6:35

day only. Sundays 9 (9:35 a.m. Garden City only), 1:35, 6:35 p.m. LEN COVE, SEA CLIFF, LOCUST VALLEY, OYSTER, BAY-8:36, 9:95 a.m., 1:35, 4:35, 5:35, 6:35 p.m. Sundays 9:35 a.m., 6:35, 9:15 p.m. HUNTINGTON, NORTHPORT-9:05 a.m., 4:35, 5:35, 8:35 p.m. Sundays 9:05 a.m., 6:35 p.m. Sundays 9:05 a.m., 6:35 p.m. Sundays 9:05 a.m., 6:35 p.m. Sundays 9:05 a.m. ROBRONKOMA-8:36 a.m., 3:35, 5:38, 6:35 p.m. Sundays 9:36 a.m. ROBRONKOMA-8:36 a.m., 3:35, 5:35, 6:35, 7:05 a.m. ROBRONKOMA-8:36 a.m., 3:35, 4:35, 5:35, 6:35, 7:05 p.m. RAYSIDE, LITTLE NECK AND GREAT NECK-6:35, 7:35, 8:45, 11:35 a.m., 3:00, 5:35 p.m. LONG BEACH:
8:05, 10:05, 11:00 a.m., 2:05, 3:30, 4:30, 5:35, 6:05, 7:05, 8:425 p.m. Mundays 8:30, 9:30, 11: a.m.; 1, 2, 3, 4, 5:10, 6:16, 7:15, 9 p.m. 8:30 p. m. Nundaya 6:30, 9:30, 11 a. m.; 1, 2, 3, 4, 6:10, 6:15, 7:15, 9 p. m.

NEW-YORK CENTRAL AND HUDSON RIVER RAILBOAD.—Commencing June 18, 18:83, through trains will leave Grand Central Depot:
So. m. Wenters and Northern Express to Rochester and Montreal, with drawing-room cars.
8:40 a. m., Special Express for Chicago daily, with Dining rar, stouping only at Albany, Utica, Syracuse, Rochester, Buffalo, Eric, Clevoland and Toledo.
0 a. m., Sarktoga Special, daily except Sunday; also Lake George and Mootreal.
10:30 a. m., to Albany and Trov, with connection to Utica, Saratoga, Glens Falls, Lake George and Ratland.
3:30 p. m., Saratega special. Daily, except Sunday. Runs through to Lake George Saturitays only.
4 p. m., Accolamodation to Albany and Trov.
6 p. m., St. Louis Express, with sleeping cars for St. Louis; running through every day in the week; also Niagara Falls. Buffalo, Cincianati, Toledo and Detroit.
6:30 p. m., Express daily, except Sunday, with sleeping cars for Syracuse and to Auburn Road; also to Saratoga and Montreal.
9 p. m., Pacific Express, daily, with sleeping cars for Roch

ton.

J. M. Night Express, with sleeping cars to Albany and Troy. Connects with morning trains for the West and North. Tickets on sale at No. 5 Bowling Green, 252 and 413 Broadway, and at Westcot's Express Offices, 3 Park-place, and 785 and 942 Broadway, New York, and 333 Washinston and 364 Fullonst, Brooklyn.

J. M. TOUCEY, Gen. Sup't. Gen. Passenger Agent.

NORWICH LINE To Boston, Worcester, Nashna, Portland and the East.
The new from Steamer
Without exception the most elegant boat on the Sound, and
the favorite
OITY OF BOSTON,
leave Pier No. 40, North River, foot of watts-st., next pier
above Desproaces at Ferry, daily, except Sundaya, at 6:13 p.m. PHILADELPHIA AND READING RAIL-

ROAD. New Jerzey Central Division.—Station in Newyork, foot of Lalierty at, Station in Brooklyn, foot of Fultonst, Brooklyn Bridge Pier.
Commencing June 24, 1883. Leave New-York:
6:45-a. mi;—For Flemington. Easton. Wind Gap. Manch
Chunk, Tamanend, Tamaqua, Hazleton, Drifton, Seranton,
Upper Lehigh, &c.
b. a.m.—For Flemington, High Bridge Branch, Schooley's
Mountain, Budd's Lake, Lake Hopalcong, Easton, Allentown, Resding, Harriaburg, Manch Chunk, Williamspot,
Tamaqua, Nanticoke, Upper Lehigh, Srcanton, &c.
1 p. m.—For Flemington, Easton, Allentown, Reading, Harrisburg, Mauch Chunk, Hazleton, Wilkesbarre, &c.
3-45 p. m.—For Flemington, High Bridge Branch, Shooley's
Mountain, Budd's Lake, Lake Hopalcon, &c.
4-y m.—For Flemington, High Bridge Branch, Shooley's
Mountain, Budd's Lake, Lake Hopalcong, Easton, &c.
4-30 and 5-p. m.—For Semerville Flemington, &c.
6-30 b. m.—For Easton, Allentown, Reading, Harrisburg,
Mauch Chunk, Wilkesbarre, &c.
Sunday trains leave at 8, 8-45 a. m., 1-30, 4, 5-30, 9, 12 p. m.
For Newark at 5, 5-45, 6-15, 6-53, 7-15, 7-130, 8, 8-15, 8-30,
9, 1-15, 9-45, 10-15, 10-45, 11-15 a. m.; 12 m.; 12-45, 1-15, 2,
230, 3, 230, 4, 4-20, 5, 5-15, 5-20, 5, 4-4, 6, 6-15, 6-30, 7, 7-20,
8-15, 9-45, 10-30, 11-15, 12 p. m. Sundays, 8, 9-15, 10-15
a. m.; 12 noon; 1-15, 3, 4, 5, 6-15, 8, 9, and 10-20 p. m.
For trains to local points see time table at station.
PERTH AMBOY BIANCH.
For Perth Amboy and Keyport, at 7-45, 9, 11 a. m.; 2-45
4, 4-30, 9 m. Sundays 8-45 a. m.; 12 m.; 4 9, m.

NEW-JERSEY SOUTHERN DIVISION.

A 4.30, 6.9 m. Sundays 8.45 a. m.; 12 m.; 4.5 m.

NEW-JERSEY SOUTHERN DIVISION.

VIA 8ANDY HOOK.

STE-MERS LEAVE PIER 8, N. R.,

FOOT RECTOR ST.,

commencing June 25, 1883.

For Highlands, Seabright, Monmouth Beach and Long Branch, 4:30, 8, 10:15 a. m.; 12:15, 3:45, 4:30, 5:30 p.m. Sunday, 9, 11 a. m.

For Atlantic Highlands, 4:30, 9:15, 10:15 a.m., 3:40, 4:30 p.m.

For Lakewood, Toms River and Barnecat, 8 a. m., 3:45 p. m.

12:15, 3:45, 4:30, 6:30 p. m.

Leave foot of Liberty-st., 7:45 a. m., 2:45, 4 p. m., for Lakewood, Mauchester, Toms River, Barnegut, &c.

2:45 p. m. for Vineland, Bridgeton, &c.

4:30 p. m. for stations to Bigillands.

9 a. m. for stations to Sandy Hook.

DOUND BROOK ROUTE.

4:30 b. m. for stations to Sandy Hook.

Bound BROOK ROUTE.

For TRENTON and PRILABELPHIA.

Leave New York from foot of Liberty-at.

For Phinaleigha, Ninth, and Green sts. at 745, 9:30, 11:15

a. m., 130, 5:30, 7 b. m., 10 Sanday at 8:45 a. m.,

130, 4:30, 6:30, 7 p. m., 20 Sanday at 8:45 a. m.,

130, 4:30, 6:30, 7 p. m., 20 Sanday at 8:45 a. m.,

130, 4:30, 6:30, 7 p. m., 20 Sanday at 8:45 a. m.,

130, 4:30, 6:30, 7 p. m., 20 Sanday at 8:45 a. m.,

130, 4:30, 6:30, 7 p. m., 20 Sanday at 8:45 a. m.,

130, 4:30, 6:30, 7 p. m., 20 Sanday at 8:45 a. m.,

130, 4:30, 6:30, 7 p. m., 20 Sanday at 8:45 a. m.,

130, 4:30, 6:30, 7 p. m., 20 Sanday at 8:45 a. m.,

130, 4:30, 6:30, 7 p. m., 20 Sanday at 8:45 a. m.,

130, 4:30, 6:30, 7 p. m., 3:30, 12 p. m.

120 Sanday at 8:30 a. m., 3:30, 12 p. m.

120 Sanday at 8:30 a. m., 3:30, 12 p. m.

120 Sanday at 8:30 a. m., 3:30, 12 p. m.

120 Sanday at 8:30 a. m., 3:30, 9. m., 1, 3:30,

120 Sanday at 8:30 a. m., 3:30, 9. m., 1, 3:30,

120 Sanday at 8:30 a. m., 3:30, 9. m., 1, 3:30,

120 Sanday at 8:30 a. m., 3:30, 9. m., 1, 3:30,

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120 Sanday at 8:30 a. m., 3:30, 9. m., 1, 3:30,

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120 Sanday at 8:30 a. m., 3:30, 9. m., 1, 3:30,

120 Sanday at 8:30 a. m., 3:30, 9. m., 1, 3:30,

120 Sanday at 8:30 a. m., 3:30, 9. m., 1, 3:30,

120 Sanday at 8:30 a. m., 3:30, 9. m., 1, 3:30,

120 Sanday at 8:30 a. m., 3:30, 9. m., 1, 3:30,

120 Sanday at 8:30 a. m., 3:30, 9. m., 1, 3:30,

120 Sanday at 8:30 a. m., 3:30, 9. m., 1, 3:30,

120 Sanday at 8:30 a. m., 3:30, 9. m., 1, 3:30,

120 Sanday at 8:30 a. m., 3:30, 11 a. m., 11 a. m. and SLEEPING COACHES to mindings trains from York and Philadelphia.
Connection is made at Jersey City Station to and from Brookyn and Eric Depot, Jersey City.
Tickets for saie at foot of Liberty-M., and at the principal hotels, and Annex Office, Brookiya Bridge Pier, Brooklyn.
N. Y. Transfer Company will call for and check baggage from hotels or residence to destination.
J. E. WOOTTEN. General Manager.
C. G. HANCOCK, Gen. Pass. and T k't Agent.

STARIN'S CITY, RIVER AND HARBOR TRANSPORTATION COMPANY.
Office, Pier 18, N. R., foot of Cortlandt-st.
onsignments of freight forwarded as directed to any part

of the world.
UNEQUALLED FACILITIES FOR DISPATCH. Orders received for delivery of all kinds of freight and mer

chandles to any part of the city.

SEA AND HARBOR TOWING AND RIVER AND HARBOR LIGHTERAGE.

Freight of every description promptly lightered to any point in the harbor at reasonable rates.

STEAMBOATS, BARGES AND GROVES TO CHARBORD EXCUIDING. TER FOR EXCURSIONS.

Steamers John H. Starin and Erastus Corning for NEW-HAVEN, leave Pier 18 N. R., at 9 p. m. daily. [Saturdays excepted]

\*METROPOLIS EXPRESS CO., between New-York and New-Haven. Care and dispatch guaranteed.
Freight for points on D., L. & W. R. R. received at Fier 19.
For New Haven and points East, at Pier 18.
NORTH SHORE, STATEN ISLAND.—Eleven Miles for Ten Cents, via Steamers from Iron Pier 1, E. L., foot of Whitehall.st. Whitehall at, CENTRAL SHIPYARD, Communipaw, N. J.-Dry Docks,

Machine and Boiler Shops. Everything appertationstruction and repair of vessels. THE SPECIAL NEW-YORK

AND WHITE MOUNTAINS AND WHITE MOUNTAINS

Express train, with parlor and other care through, will on
and after July 2, 1883, leave Grand Central Depot (N. Y., N.
H. and H. R. R.), at 9 a. m. daily, except Sunday, connecting at Wells River with express train for Newport, Vermont,
Quebec, etc., and arriving at the mountains early in the evening. Parlor car seats may be engaged in advance at D. R. car
ticket office in G. C. Depot, or by addressing

Grand Central Depot, New-York.

Steamboats and Bailroade BALTIMORE AND OHIO RAILROAD

We dell past Line to the war.

Via I miladelphia, Saltimore and Washington

Traineleave from Pennsylvania R. R. Department

1 p. m., except Sunday, for Washington and all

7 p. m., Dailly Fast Express, through stars and

to Chicago, Cincinnasi, 8t. Louis, Cannecta for all

Word. Connects (22 III of the Connec

ROSTON, VIA STONINGTON LINE Steamers RHODE ISLAND and MASSACHUS ally (except Sundays) from Pier 33 N. R., Jay 18, 18, hree morning trains from steamers' issuing the Boston.

PROVIDENCE LINE.

For Providence direct, and resorts on Nay
Steamers NARRAGANSETT and STON INGT
28, N. R., Warren.st., daily (except Sunday
E. W POPPLE, Acting Gen'l E.

Ko. 177 West-ot.

OR RONDOUT, KINGSTON, AND KILL MOUNTAINS, landing at Cranitor's Cowburg, Mariboro, Millon, Polkespile, Esopia, could be a support of the Uniter and Delaware, Story Clove and Kaster ads, Steamboat City of Springfield leaves Tussay, Saturday, at 5 p. m., from Harrison at. lay, Saturday, ato p. m., from Harrison-M.

EHIGH VALLEY RAILROAD. P.

trains leave depots foot of Cortlandt and Deabat Stiloa m., 3:40 and 7 p. m. for Easton, Sathies
own, Reading, Mauch Chunk, Wilkesbarre Toward,
y, Ithaca, Geneva Lyons, Buffaio and ita. West hrough coaches run daily. Localitrain at 7a.

m. for Easton, Sethichem and Dealay.
Trainsiparing at 4 10 a. m., 1 and 5 th 0 a. m. corn
points in his shanov and Haulebored at 1233, Satocalitry Mauch Chunk, Stilo a. m. Leave Mauch
5 p. m. YEW-YORK AND LONG BRANCH R. Battons in New-York Pennsylvania R. R., foot Core at and Desbroaseas. Pennsylvania R. R., foot Liberton R. P., foot Liberton R. R., foot R. R s. m.

Por Red Bank, Long Brauch, Ocasu Grove, Asbary
Sea Girt, Point Pleasant, &c., via Pidla & Reading
7:45, 9, 11 a. m., 2:45, 3:30, 4, 4:30, 6 p. m. Sunday
stopping at Oceau Grove or Asbury Parks, 8,45 a. m.
p. m.: via Penn. R. R., 7:20, 9 a. m., 12 m., 3:10, 4, 5, 8
sundays unot stopping at Oceau Grove or Asbury Parks,

DENNSY LV ANIA RALLIMAND.
On and after June 30, 1883.
GREAT TRUNK LINE
GREAT TRUNK LINE
Trains leave New-York via Desbrosses and
Street Perries as follows:
Barrisburg, Pittaburg, the West and South, with
Palace Cars attached, 8 a. m., 6 and 8 p. m. Asily, 8
and Chicago Lunited of Parior, Dining, Smoking a 

A. m. From 30, 0440 10-20, 10:35 a. 0. 20, 72 6:20, 7:30, 8:50, 6:35, 10:20, 10:35 a. m., 6:20, 7:35, 5:50, 6:20, 6:50, 7:05, 11:35 a. m., 6:20, 7:20, 7:20, 10:35 and 10:55 p. m. TO PHILADELPHIA. THE OLD-ESTABLISHED ROUTE AND SHORT LI

\$16. \$20, 345, 439, 839 a. m. 4 (529 Limited), 62 7:45. Sand \$20 p. m. Leave Philadelphia via Camém \$20 a. m. and 439 p. m. daily except Sunday. Ticket Offices, 435, 849 and 944 broadway, 1. Astor Hou had foot of Desbrosses and Cortlands etc., 4 Couries, a Brooklyn Annex Station, foot of Fullon.st., Brooklyn 114, 116 and 118 Hudson-st., Hoboken: Station, Jorsey Cite Emigrant Ticket Office, No. 8 Battery Place and Cast CHABLES E. PUGH.
General Manager.

General Passer Company will call for 421 class
baggare from notels and residences.
CHABLES E. PUGH.
General Manager.
General Passer Agent RONDOUT and Kingston Line.—Steame James W. Balowin leaves Monday, Wednesday and Fedday at 4 p. m. from foot Harrison-st., making usual sandad and connecting with Ulster & Delaware and Stony Clove B

THE ERIE RAILWAY, now known as the NEW YORK, LAKE ERIE AND WESPERN RAIL Arrangement of trains from Chambers Street Depot.

B. m. — Daily except Sandaya. Day Express, drawing-rese Couches to Singhamton, Elimiter and Buffalo, Siceptar Couches to City and Chicago.

B. m. (Daily)—"St. Louis Limited" Express.—No extra charge for fast time.—Pullman's Sicepting Couches to Rufalo, arriving 7:25s. m. Niagara Palls 9 a. m. Salamana 7:06 s. m.; Circle and 1:40 p. m.

8 p. m. (Daily)—Pacific Express for the West. A Soil Train of Pollman Day and Sleeping Coaching to Bian-hanton, Elmira, Buffalo, Niagra Palls, Cincinnati an Chicago, Hotel and Buffet Smoking Coaches to Chicago 8:15 p. m.—Emigrant train for the West. Rutherford and Passaic, v. 7:20, 7:50, 9:30, 19:30, m., 11 noon, 1:45, 3, 3:50, 4:40, 5:10, 3:30, 6:10, 6:30, 7:30, 10:30 p.m., 12 midnight. Sundays, 6, 8:30, 10:20 a. m., 1:45, 6:31, 9 p. m., 12 midnight.
Paterson, 6, 7:20, 7:50, 9:30, 10:20 a. m., 12 noon, 1:45, 4
3:50, 4:40, 5, 5:10, 5:30, 6:10, 6:30, 7:30, 8:15, 10:30 p. m. and
12 midnight.
Sundays, 6, 8:30, 10:20 a. m., 1:45, 6:33, 5, p. m. and
12 midnight.
Sundays, 6, 8:30, 10:20 a. m., 1:45, 6:33, 5, p. m., 12 midnight.
Newark and Paterson via Newark, 6:45, 8:40, 11:30 a. m., 3:10, 4:20, 5:20, 6:10, 7:30 p. m. and 12 midnight saturiar nights only.
Sundays, 9:10, 10:20 a. m., 3:10, 6:30 p. m.
Suffern, 6, 7:50, 9:30, 10:20 a. m., 1:45, 8:30, 3, 5:10, 4:12, 6:15, 10:30 p. m., and 12 midnight.
Sundays, 6, 8:30, 10:20
Marwick, 7:50 a. m., 4:30 p. m.
Newburg and Cornwait, 7:50, 9 a. m., 3:30, 4:30, 6 p. m.
Sundays, 8:30 a. m., 6:50 m.
Roudout and Kingston and Montgomery, 9 a. m., 3:30 p. m.
Sundays, 8:30 a. m., 8:50 a. m.

sunday, 8.30 a. m., 6 p. m.
Rondont and Kingston and Montgomery, 9 a. m., 3:30 p. m.
Sunday, 8:30 a. m., 6 p. m., 3:30, 3:50, 4:30, 3, 3:15 a. m.
Goshen, 6, 7.50, 9, 10:20 a. m., 3:30, 3:50, 4:30, 3, 3:15 a. m.
Middietown, 6, 7:30, 9, 10:20 a. m., 3:53, 4:30, 8, 3:15 p. m.
Middietown, 6, 7:30, 9, 10:20 a. m., 3:53, 4:30, 8, 3:15 p. m.
Sunday, 6, 8:30, 10:20 a. m., 6:30, 8 p. m.
The 9-a. m. train stone at Main-st. only.
Port Jervis, 7:50, 9, 10:20 a. m., 4:30, 0, 3, 3:15 p. m. saa
day, 8:30, 10:20 a. m., 6, 6:30 and 8 p. m.
Tickets for passage sand apartments in Drawing-room and
Treets for passage sand apartments in Drawing-room and
Steeping conches can be obtained and orders for the checking
and transfer of buggage may be left at the Unapany's Offset
Nos, 261, 401 or 95? Broadway, 15? West-st., N. Y., Na.
Court-st., Hrocklyn, or at the Company's Depote,
Express trains from the West arrive in New-York at 7:43
and 11:25 a. m. and 10 p. m.
JNO, N. ABBOTT, Gon'l Pass'r Agent, New-York
Trains leave for Englewood, Chotec, Piermont and Nyack
Trains leave for Englewood, Chotec, Piermont and Nyack
Non-Thermal Rains and Pills p. m.
Namet, Spring Valley and Monsey, 7:10, 10 a. m., 4:50 p. m.
Sundays, 7 a. m.
Namet, Spring Valley and Monsey, 7:10, 10 a. m., 4:50 p. m.
Sundays, 7 a. m.
Namet, Spring Valley and Monsey, 7:10, 10 a. m., 4:50 p. m.
Sundays, 7 a. m.

TROY BOATS—CITIZENS' LINE.—New steamers SARATOGA and CITY OF TROY leave Pis No. 44, N. R. foot of Christopherst, daily except Saturday. 6 p. m. connecting with morning trains for all points North Sunday steamer touches at Albany. WEST SHORE ROUTE.—On and after June 25 trains on New-York, West Shore and Buffulo Rail way will leave via Desbrosses and Cortlandt st. farries as tollows: Tollows:
For Stamford, 11 a. m., and en Saturday only, 2:50 p. m.
For Kaaterskill, Hunter, Sumunit, Plac Hill, Pannacia,
8:30 a. m., 11 a. m., 2:50 p. m. 8:30 a m train runs dalyte
Sumunit
Kingaton, Highland, Poughkeepsie, Mariboro, \*8:30 a. m.,
11 a. m., 2:50 p. m., 4:10 p. m.
Newburg, \*8:30 a. m., 11 a. m., 2:50 p. m., 4:10 p. m.

11 a. m., 2:30 p. m., 4:10 p. m., 5:20 p. m., 4:10 p. m., 8:20 p. m.

5:20 p. m.

Cornwall, West Point, Cranston's, '5:30 a. m., '8:30 a. m., 11 a. m., 2:50 p. m., 4:10 p. m., 5:20 p. m., '8 p. m., 11 a. m., 2:50 p. m., 4:10 p. m., 5:20 p. m., '8 p. m., 12:50 p. m., 4:10 p. m., 5:20 p. m., '8 p. m., 4:10 p. m., 5:20 p. m., '8 p. m., 4:10 p. m., 5:20 p. m., 2:30 a. m., 5:20 p. m., 3:30 p. m., 3:30 a. m., 5:20, '5:50 p. m., and 8:30 a. m., 5:20, '5:50, '8 p. m., and 8:30 a. m., 6:20, '3:50, '8 p. m., and 8:30 a. m., 6:20, '3:50, \*8 p. m., and 8:30 a. m., 6:20, '3:50, 9:30 a. m., 5:20, '5:50 p. m.

West Norwood, Ramania, Bergenfields, '5:30, 9:30 a. m., 5:50 p. m., 8chrasienburgh, '5:30, 9:30 a. m., 4:10, 5:20, '5:50 p. m., West Engiewood, '5:30, '8:30, 9:30 a. m., 6:20, '3:50, '4.50 p. m., West Engiewood, '5:30, '8:30, 9:30 a. m., 6:20, '3:30, '4.50 p. m.

Haverstraw, -7:10, -8:20, 9:50, 11:20 a. m., 2:30, 6:10, -11 Haverstraw, -7:10, -8:20, 9:50, 11:20 a. m., 2:30, 4:00 -8. 10:11.40 p. m. Parior care to Phonicia, Catakill Mountains, on 11 a. md 2:50 p. u. trains

THE WEST SHORE BOUTE will be opened to Albany, Saratoga and North, July 9, 1892, with the finest Pullman Parior and Buffet sleeping cers in